

2007 Flood Control and Navigation Maps

Mississippi River

Cairo, Illinois to the Gulf of Mexico

Mile 953 to mile 0 A.H.P.

62nd Edition

Louisiana, Mississippi, Arkansas, Missouri,
Tennessee, Kentucky, Illinois

Lower Mississippi River
Gulf of Mexico to Cairo, IL
Mississippi River, Southwest Pass, South Pass,
Baptist Collette, Tiger Pass, Mississippi River Gulf Outlet,
Inner Harbor Navigation Canal, Industrial Canal
Algiers Canal, Harvey Canal, Baton Rouge Harbor,
Greenville, MS, Vicksburg, MS,
Memphis, TN, Cairo IL

This 2007 Lower Mississippi River Navigation Book is the 62nd print edition. It is the first publication where coverage ends at Cairo, IL Mile 954.

The 2007 Navigation Book has been designed to promote safe navigation for both deep-draft and shallow draft vessels on the Lower Mississippi River, Gulf of Mexico to Cairo, IL.

The U. S. Army Corps of Engineers encourages mariners and other users to submit corrections, additions or comments for improving this chart to one of the listed Corps of Engineers Districts.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84).

Users may plot positions obtained from satellite navigation systems such as the Global Positioning System (GPS) coordinates directly on these chart pages.

North American Datum 1983 graticule is indicated by lines, labeled with degree, minute, second, and hemisphere.

CHARTING DATUMS

Mean Lower Low Water (MLLW) used below Mississippi River, Head of Passes, LA. The Low Water Reference Plane (LWRP) is used for the Lower Mississippi River, Head of Passes upwards.

The LWRP is presented as a dashed line, and computed from the 2002 hydrographic survey. The LWRP below Mile 324 has been adjusted to be referenced to the North American Vertical Datum of 1988 (NAVD 88).

NOTES

For abbreviations and symbols, refer to the NOAA/NGA Chart No. 1 publication: <http://chartmaker.ncd.noaa.gov/mcd/chart1/chart1hr.htm>

The bank line represented below Mile 324 was compiled from stereo aerial photography flown between January and February 2002.

This Navigation Chart Book has been corrected through the Local Notice to Mariners published weekly by the U. S. Coast Guard, as of the LNM-39-06. Mariners should update this product to ensure current navigation information is portrayed.

River Mileages on the Mississippi River

The represented river mileage positions were computed as statute mile along the 1962 river thalweg. These river mile positions were set and remain in use today. Therefore these mile markers do not exactly correspond to the current thalweg distances nor to navigational distances as traveled by the mariner; instead, their map positions are to be considered as landmarks and points used for reference purposes.

Of note, prior to 1935, the Mississippi River mileage was measured from a zero at Cairo, Illinois. It is also mile 0.0 for the Upper Mississippi River. At that time the river mileage at New Orleans' Foot of Canal Street was approximately 975 miles. On today's maps, Cairo is 953.8 miles AHP, due to cutoffs made in the 1930s and ongoing river engineering efforts.

From 1935 to 1943, the river mileage was established as Mile 0.0 from the mouth of Southwest Pass. By 1944, the river mileage was

determined to be 0.0 from the Mississippi River Head of Passes and it remains in effect today. This adjustment began use of the term "Above Head of Passes" or AHP for referencing current river miles.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U. S. Coast Guard Light List for details.

The represented survey information is accurate as of the date of publication or referenced date of source data. Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the hydrographic conditions which develop after the date of publication.

CAUTIONS

Mariners are warned that logs and other floating debris are constant dangers to navigation.

Small craft operators are warned beware of severe water turbulence caused by large vessels traversing narrow channels.

Night travel by small crafts is not recommended because of the hazard of floating obstructions.

Additional uncharted submarine pipelines and submarine cables may exist within the charted areas.

Not all submarine cables and pipelines are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their drafts in areas where pipelines and cables may exist, and when anchoring, dredging or trawling.

MISSISSIPPI RIVER LIGHTS

The numbers in parenthesis at the aids to navigation and facilities are distances in statute miles above/below Head of Passes, example:

Devil's Swamp (242.4)
Pumpkin Bezette Range J Front (174.6)
Deer Range "55" (55.4)

MISSISSIPPI RIVER BUOYS

Buoys on the Mississippi River maintained by the U. S. Coast Guard are not shown in this Navigation Book with the exception of bridge approach buoys, Lighted Wreck Buoy "WR4", Mile 115.4, Lighted Wreck Buoy "WR1", Mile 125.0, Medora Crossing Buoy "2", Mile 211.5, Missouri Bend Buoys, "2", "4", "6", "8", "10", 12" Mile 222 and Red Eye Crossing Buoy."2", Mile 223.5.

Buoy locations shown represent approximate placement at a Low Water Reference Plane river stage.

Consult the U. S. Coast Guard Light List and Local Notice to mariners for additional information.

MISSISSIPPI RIVER LOW WATER BUOYS

Due to frequently changing river stages and river currents, which often necessitate the repositioning, discontinuance and establishment of floating aids to navigation, many low water buoys maintained by the U. S. Coast Guard are not shown in this Navigation Book. Consult Local Notice to Mariners for the latest river conditions.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways. When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel. A horizontal band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

LOCK INFORMATION

See Code of Federal Regulations, Title 33 Navigation and Navigable Waters, Chapter II – Corps of Engineers, Department of the Army for locking information:
http://www.access.gpo.gov/nara/cfr/waisidx_99/33cfr207_99.html

Daily updates of locking information, closures, anticipated queue times, number of tows waiting, and special instruction may be obtained at:
<http://www.mvn.usace.army.mil/od/lockupdates/statusindex.asp>

Lock Contacts and Information

Lock	Mile	VHF	Office Phone	After Hours	Length x Width
Algiers Lock	88.0	14	(504) 394-5714	(504) 394-7221	760' x 75'
Empire Lock	29.5	-	-	-	200' x 40'
Harvey Lock	98.3	14	(504) 366-4683	(504) 366-5187	425' x 75'
Inner Harbor Navigation Canal	92.6	14	(504) 945-2157	(504) 947-2606	640' x 75'
Ostrica Lock	25.7	-	-	-	250' x 40'
Old River Lock	304.0	14	(225) 492-3333	(225) 492-2301	1200' x 75'
Port Allen Lock	228.5	14	(225) 343-3752	(225) 344-8272	1202' x 75'